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HRL

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The Hopkins Library
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Leland Stanford Junior University
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1845

A detailed map of the Firth of Clyde area, showing the railway line and various stations and locations. The map includes labels for 'FIRTH OF CLYDE' and 'FIRTH OF FORTH'. Key locations marked include Laurieston, Graysmouth, Bunting, Palmont, Palmont Ha. Station, Buttsk Br., Almond Castle, Muirgarnie de, Aven, Viaduct, Aven, Lintghow Bridge, Lintghow Lock & Palace, Green Park, Woodcockholm, W. Pardovan, Philipston, Craighton, Hopetown Ha. Station, Dunsturie, Viddry Castle, Newliston, Kirkliston, Farhall, Almond Viaduct, and Almond. The map also shows the 'FIRTH OF CLYDE' and 'FIRTH OF FORTH'.



GUIDE
TO THE
EDINBURGH AND GLASGOW RAILWAY,
INCLUDING
GUIDES TO EDINBURGH AND GLASGOW.

ILLUSTRATED WITH MAPS.

James Froudie's

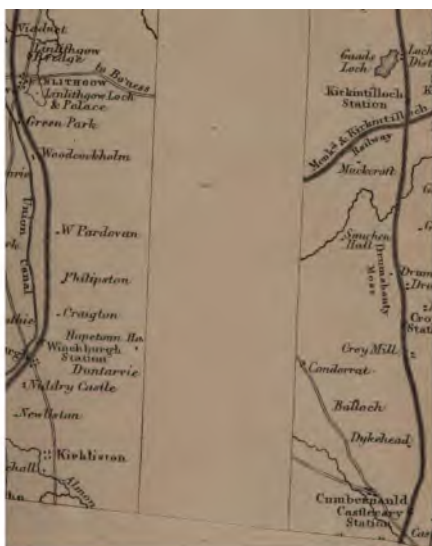
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SOLD BY ALL BOOKSELLERS.

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EDINBURGH AND GLASGOW RAILWAY.

On and after 1st April 1845, and until farther notice, the Trains will depart from the several Stations, and arrive at each Terminus, as follows, or as soon thereafter as circumstances will admit:—

EDINBURGH TO GLASGOW.—DOWN TRAINS.

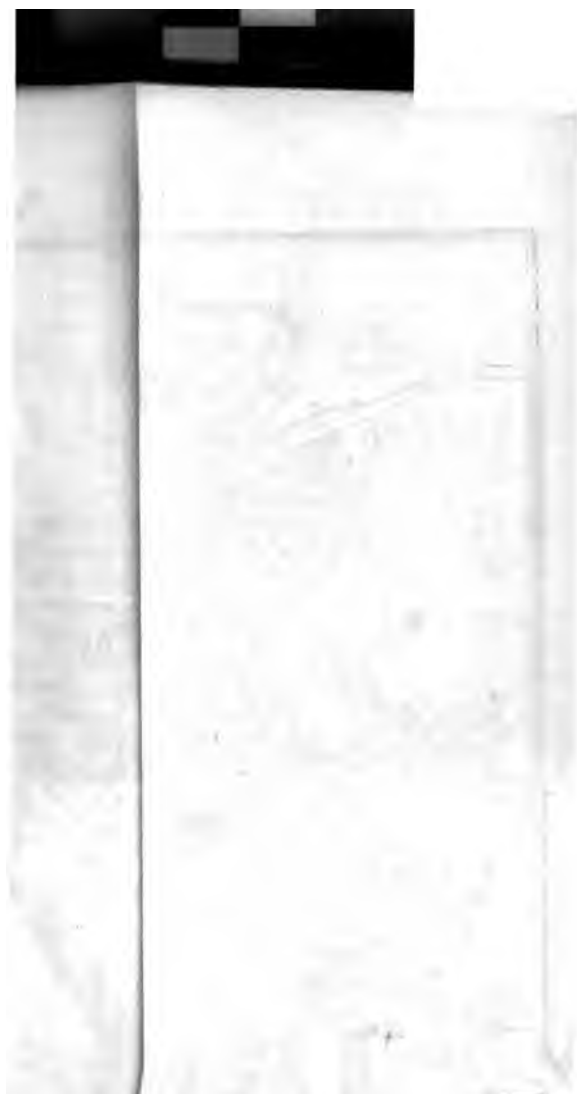
Miles.	STATIONS.	TIME OF DEPARTURE.										SUNDAY.		FARES FROM EDINBURGH.			
		7 Morn.	8.30 Morn.	11 Fore.	1 After.	1.30 After.	3 After.	5 After.	7.30 Even.	10 Even.	8 Morn.	5 After.					
		1st, 2d, 3d, 4th and 5d. Classes.	1st and 2d. MAIL.	1st, 2d, 3d, 4th and 5d. Classes.	1st and 2d. MAIL.	1st, 2d, 3d, 4th and 5d. Goods.	1st and 2d. Classes.	1st, 2d, 3d, 4th and 5d. Classes.	1st and 2d. Classes.	1st and 2d. MAIL.	1st, 2d, 3d, 4th and 5d. Classes.	1st, 2d, 3d, 4th and 5d. Classes.	1st. Class.	2d.	3d.	4th.	
	TRAINS LEAVE	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	s. d.	s. d.	s. d.	s. d.	
4	*EDINBURGH at	7 0	8 30	11 0	1 0	1 30	3 0	5 0	7 30	10 0	8 0	5 0	s. d.	s. d.	s. d.	s. d.	
7	*Gogar . . . at	7 14	—	—	—	1 45	—	5 10	—	—	8 10	5 10	0 9	0 6	0 4	0 2	
7	*Ratho . . . at	7 24	—	11 15	—	1 55	—	5 18	7 45	—	8 18	5 18	1 4	1 0	0 8	0 4	
10½	*Winchburgh at	7 40	—	—	1 30	2 10	—	5 30	7 53	—	8 30	5 30	2 0	1 6	1 0	0 8	
16½	*LINTHGOW at	7 54	9 0	11 30	—	2 30	3 30	5 45	8 5	10 50	8 45	5 45	3 0	2 3	1 6	1 0	
21	*Poltmou . . at	8 8	—	11 40	1 48	2 45	—	5 55	8 15	—	8 55	5 55	3 9	2 9	2 0	1 2	
24½	*GLASGOW at	8 24	9 35	11 50	2 0	2 50	3 40	5 55	8 30	11 15	9 0	6 0	4 0	3 0	2 0	1 2	

GLASGOW TO EDINBURGH.—UP TRAINS.

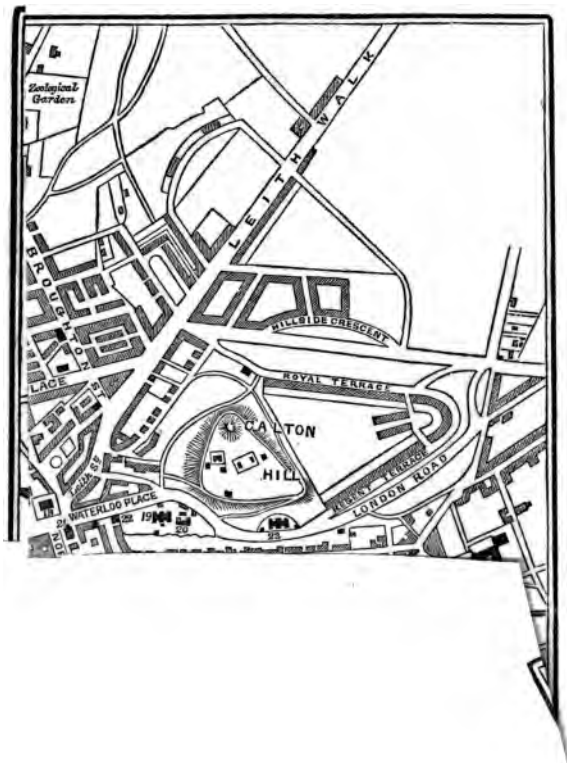
TIME OF DEPARTURE.										SUNDAY.		FARES FROM GLASGOW.																	
STATIONS.		7 Morn.		8.30 Morn.		11 Fore.		1 After.		1.30 After.		3 After.		5 After.		7.30 Even.		10 Even.		8 Morn.		5 After.		1st, 2d, and 3d Classes.		CLASS			
		1st, 2d, 3d, 4th, and 5th Classes.	1st and 2d. MAIL.	1st, 2d, and 3d. Classes.	H. M.	H. M.	1st and 2d. MAIL.	1st, 2d, and 3d. 4th. Goods.	H. M.	H. M.	1st and 2d. MAIL.	1st, 2d, and 3d. 4th. Classes.	H. M.	H. M.	1st, 2d, and 3d. 4th. Classes.	H. M.	H. M.	1st and 2d. MAIL.	1st, 2d, and 3d. Classes.	H. M.	H. M.	1st, 2d, and 3d. Classes.	H. M.	1st, 2d, and 3d. Classes.	1st. 2d.	3d.	4th.		
Miles	TRA NS LEAVE	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	s. d.	s. d.	s. d.	s. d.	
3½	*GLASGOW . . at	7 0	7 0	8 30	11 0	1 0	1 30	3 0	5 0	7 30	10 0	12 30	2 30	4 30	6 30	8 30	10 30	12 30	2 30	4 30	6 30	8 30	10 30	0 6	0 3	0 2	0 2		
6½	*Bishop-Briggs at	7 20	7 20	8 45	11 15	—	1 50	3 15	5 15	7 45	—	—	—	—	—	—	—	—	—	—	—	—	—	0 8	0 4	0 3	0 3		
11½	*Kirkintilloch at	7 44	7 44	9 15	11 45	—	2 0	3 15	5 35	8 5	—	—	—	—	—	—	—	—	—	—	—	—	—	1 0	0 6	0 4	0 5		
15½	*Croy . . . at	7 55	7 55	9 3	11 35	—	2 30	3 35	5 45	8 5	10 50	—	—	—	—	—	—	—	—	—	—	—	—	1 0	0 6	0 9	0 5		
21½	*CASTLECAIRY at	8 15	8 15	9 15	11 35	1 30	2 50	3 50	5 5	8 20	11 10	—	—	—	—	—	—	—	—	—	—	—	—	2 2	0 10	0 8	0 8		
25½	*FALKIRK . . at	8 34	8 34	—	12 0	1 45	3 5	3 50	5 15	8 20	11 10	—	—	—	—	—	—	—	—	—	—	—	—	4 0	0 30	1 2	1 2		
29½	*Polmont . . at	8 54	8 54	12 10	—	2 0	4 0	4 10	6 25	8 40	11 40	—	—	—	—	—	—	—	—	—	—	—	—	4 6	0 33	2 6	1 8		
33½	*Lewthgow at	9 14	9 14	12 30	—	2 30	3 50	4 10	6 25	8 40	11 40	—	—	—	—	—	—	—	—	—	—	—	—	5 3	0 39	3 0	2 0		
39	*Winchburgh at	9 34	9 34	—	12 30	—	3 40	4 10	6 40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6 40	0 46	3 6	2 4		
49	*Ratho . . . at	9 54	9 54	—	—	—	3 55	—	6 50	9 0	—	—	—	—	—	—	—	—	—	—	—	—	—	7 0	0 50	3 9	2 6		
46	*Gogar . . . at	9 15	9 15	—	—	—	4 0	—	7 0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7 6	0 56	3 9	2 6		
	*arriving at	9 30	9 30	10 0	12 45	2 30	4 15	4 40	7 15	9 15	12 30	—	—	—	—	—	—	—	—	—	—	—	—	8 0	0 60	4 0	2 6		
	*EDINBURGH at	9 30	9 30	10 0	12 45	2 30	4 15	4 40	7 15	9 15	12 30	—	—	—	—	—	—	—	—	—	—	—	—	8 0	0 60	4 0	2 6		

TO BE AT THE STATIONS.—The Trains will leave the Road Stations near to the above time. but Passengers are re-

TIME TO BE AT THE STATIONS.—The Trains will leave the Road Stations near to the above time, but Passengers are required to have their Tickets taken out at the respective Stations at least Five Minutes before the Time stated, as the Trains will start to that extent sooner, should they arrive so as to admit of it. Passengers are booked conditionally, that is, on there being room in the Trains, or the respective Classes of Carriages for which they may be booked.



EDINBURGH.



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

THE
EDINBURGH AND GLASGOW RAILWAY.

EDINBURGH.

EDINBURGH, is the metropolis of Scotland. The circumference of this city is rather less than 6 miles. At the time of the union, 1707, the population was 35,000 ; in 1775, 70,430 ; in 1831, including Leith, 142,403 ; in 1841, the last census, 133,629, not including Leith.

Arnot says the Old Town of Edinburgh resembles a turtle, the Castle forming the head, the High Street the ridge of the back, the wynds or closes the ribs, and the Palace of Holyrood the tail. The High Street, about 90 feet wide, runs from the Castle to the Abbey. The Old Town is connected with the south side by two bridges, the South and George IV. Bridge. The Old and the New Town are connected by the Earthen Mound and the North Bridge. The leading streets in the New Town, which are in straight lines from E. to W., are crossed by streets in an opposite direction, so that regularity and beauty grace this portion of the city.

The principal streets in the New Town, are Prince's Street, George Street, and Queen Street.

The buildings on the south side of the town are of an inferior description. The houses in George Square are an exception.

Among the principal buildings, the Castle merits the first attention. The date of its foundation is unknown. James VI. of Scotland was born there in 1556 ; and there the Regalia of Scotland are kept.

The Palace of Holyrood is a fine edifice, of a quadrangular form, with an open area in the centre of 94 feet square, and is likely soon to be the residence of Queen Victoria. Our limits will only allow us to mention a few leading objects.

The Royal Institution, at the end of the Mound, lately ornamented with a figure of our Queen, is appropriated to various national purposes.

The Calton Hill is full of monuments, the chief of which is the National, not yet completed.

There are, besides Melville's Monument in St Andrew Square, statues of George IV. and William Pitt, in George Street, Lord Hopetoun's in St Andrew Square, the Duke of York's on the Castle Hill, and last and the greatest, Sir Walter Scott's in Princes Street.

The Register House, begun in 1774, completed in 1822, is one of the finest buildings in Edinburgh.

The principal churches are St Giles, at one time the only church in Edinburgh, where Knox the reformer was the minister. The next in point

of antiquity is the Trinity College church, founded in 1462. The Tron Church is the next in date ; St Andrew's with a spire 168 feet high ; St George's, opened in 1814 ; St Mary's in 1821 ; St Stephen's in 1828, &c. The Town-Council of Edinburgh are the patrons of the city churches. The total number of churches belonging to all congregations is nearly 80.

The University has been long celebrated as a first rate place for education. The High School and the Academy, and many others, merit to be mentioned. It is said that 10 per cent of the population are attending schools. The charitable institutions are numerous ; among the principal are George Heriot's Hospital, Watson's Hospital, John Watson's Institution.

James V., in 1552, instituted the Court of Session. It now consists of thirteen Judges, divided into two courts. The Advocates and Writers to the Signet are very influential bodies. We conclude our short account of Edinburgh with an extract from M'Culloch's late publication. He says, " It is not going too far to say, that the Edinburgh press has contributed ten times more to the instruction, the amusement, and the glory of the country, than all the other presses in the kingdom put together, London excepted."

THE RAILWAY.

The Edinburgh and Glasgow Railway, executed by a company with a capital stock of nearly Two

Millions, is a little more than 46 miles in length, or four miles more than the shortest road at present traversed. The Railway, in its course, passes through the counties of Edinburgh, Linlithgow, Stirling, Dumbarton, and Lanark.

The whole time occupied on the passage between Edinburgh and Glasgow by the mail trains is one hour and thirty minutes, being at the rate of $31\frac{1}{2}$ miles an hour, stoppages included; by the other trains a little more than two hours, stopping at all the stations. There are ten stations besides the two termini, namely, Gogar, Ratho, Winchburgh, Linlithgow, Polmont, Falkirk, Castlecary, Croy, Kirkintilloch, and Bishop Briggs.

The Railway commences at the North Bridge, Edinburgh, where it has a Station in common with the North British Railway, and in immediate connection with the Station of the Edinburgh, Leith, and Granton Railway; thence it proceeds through the Prince's Street Gardens, passing under the Mound by a Tunnel to the West Church Burying-ground, where it enters a Tunnel, and by that means passes under the west side of the city, emerging at the Hay Market.

From Edinburgh.

From Glasgow.

0	On leaving Edinburgh the traveller	46
	passes Dalry House, (James Walker, Esq.,) on S., also on S. Merchiston Castle, Chalmer's Academy; on right or N. Dalry Mills. At a distance, N. side, the Orphan Hospital, Donaldson's Hospital; at a	

From Edinburgh.

From Glasgow.

- | | | |
|---|---|----|
| | greater distance N. John Watson's Institution, and Craigcrook (Lord Jeffrey.) | |
| 1 | The Railway crosses the Water of Leith by a bridge of three arches, near the village of Gorgie, now the site of a considerable trade in the manufacture of glue and leather. On the south the mansion-house of Saughtonhall, now a | 45 |
| 2 | private lunatic ayslum, and another immediately adjoining it. On the left the Pentland Hills, with Colinton House (Lord Dunfermline), and also Dreghorn Castle (Captain Trotter). On the north or right the view is beautiful, the hill of Corstorphine, bedecked with the villas of Belmont (Lord Mackenzie), Beechwood (Sir D. Dundas, Bart), and Corstorphine Hill (A. Keith Esq.), forms a balance to the Pentlands, and complete one of the finest landscapes in the British empire. About a quarter of a mile farther west, the traveller passes Carrick Knowe, and about half a mile beyond that, he leaves the parish of St Cuthbert's, and enters Corstorphine parish, near which is the village of that name. | 45 |

At the distance of three-fourths of a mile north of the line stands the village of Corstorphine, with its venerable church, grey from the hand of time, and interesting from its historical associations.

Delightfully located at the foot of a richly wooded hill, this interesting village was once the property and residence of the Lords Forresters of Corstorphine Castle, whose lordly mansion stood a little to the south-west of the church.

This place was until the close of the last century the point of fashionable resort for the wealthy inhabitants of Edinburgh, who, in the summer months, went in great numbers to drink the produce of a mineral spring close by, the waters of which were at that time held in great esteem for their medicinal qualities. The village was also noted for a preparation of milk, known by the name of Corstorphine Cream, a species of delicacy at one time much in vogue. The beauty of the vicinity, combined with the gaiety of a famous watering-place, and its proximity to the metropolis, could not fail to render it a point of considerable importance. So great was its popularity, that stages-coaches ran between it and Edinburgh eight or nine times in the day, and four times on Sundays, while, at the same period, there was only a coach between Edinburgh and Glasgow twice in the week.

The present church, lately repaired, is still well attended, and some handsome houses erected for the country residence of the Edinburgh gentry, give it life and animation in the summer months. The church was founded in 1429, and was built on the site of one dedicated to St John the Baptist. It is mentioned by David I. in a charter, by which, in 1128, he bestows the chapel, which it

then was, along with the kirk of St Cuthbert's, upon the Canons of Holyrood Abbey. In the interior of the church are several sepulchral monuments in marble, chiefly in honour of the Forrester family, who were of considerable importance in the fourteenth and fifteenth centuries. After various changes of fortune, the superiority of the district at last passed out of the family, the direct succession, in the first instance, by marriage, and ultimately by imprudence, on the part of its possessors. James, one of the last Lords Forrester, was an ardent loyalist, during the turbulent times of the Commonwealth, was singled out as an object for the vengeance of Cromwell, who imposed upon him a fine of £2500, and also overran and devastated his estates. These proceedings ruined his fortune; he abandoned himself to a life of dissipation, and became a prey to the most dissolute habits. The wife of an Edinburgh merchant having enjoyed his affection, some jealousy sprung up between them, and after mutual upbraidings, the infuriated lady snatched the sword from his side, and killed him on the spot. This event took place on the 24th August 1679, near the pigeon-house, which still stands close beside a solitary sycamore tree. It is still looked upon by the rustics with a dread, on account of the gloomy tradition connected with the annals of this locality. But the baronial castle, with its proud and lordly owners, have passed away, and their domains, after numerous changes, are now the

property of Sir Robert Keith Dick of Presfield.

Proceeding onwards, we pass in rapid succession on the right or north, South Goil, Cu and Redheughs; on the south or left, Sighthill Hermiston, and onwards through a portion of parish of Currie, and arrive at

GOGAR STATION.

Edinburgh, 4 Miles.....Glasgow, 42 Miles.

We now enter the parish of Ratho, in which are Gogar Bank, south, and Gogar Green, north, Millburn (Miss Liston) north side, and Hanley, or Gogar Camp (J. M. Melville, Esq.) A battle took place here between Cromwell and Leslie at a place called the Flashes. The district within the northern and southern range of vision, extending from Corstorphine to beyond the valley of the Almond, is highly interesting to the intelligent inquirer from the circumstance that it contains the remains of ancient encampments. On the south side of Platt Hill, thirty years ago about a mile to the south of the railway near Ratho House, a tumulus was opened and found to contain many reliques of remote antiquity. In the old maps of Scotland, the grounds to the west of Corstorphine are marked as covered with water. *The mansion of Kellerstane (W. Whyte*

From Edinburgh.

From Glasgow.

	Esq.), Ratho House (R. Cadell, Esq.); a little further on Ashley (W. H. Brown,	
6	Esq.), a bridge across the parish road to Ratho, East Norton, Norton Old Mains, north; on the south Norton Cottage (A. Berwick, Esq.), fine wood, between which and the villa of Hillwood Cottage is located	40

RATHO STATION.

Edinburgh, 7 Miles.....Glasgow, 39 Miles.

The station is situate about a mile north of the village. Ratho has a church, a distillery, and some fine gardens, a resort in summer by the Railway and Canal, to Edinburgh citizens to enjoy the walks and fruit. South of Ratho is Hatton House, long the property of the Earls of Lauderdale, but now belonging to the Earl of Morton. At Dalma-hoy is a bible which belonged to Morton, the Regent. It is conjectured to be the only complete copy of the original Scottish Parliamentary Bible. There is also an original portrait of Queen Mary, said to have been executed while in confinement in Lochleven Castle. The Earl of Morton has in his possession the original warrant for the imprisonment of Mary in Lochleven Castle, signed by Atholl, Morton, Glencairn, Mar, and many others. The signatures are so arranged as to make it dubious whether the first name attached to this document was that of Atholl or Morton.

From Edinburgh.

From Glasgow.

7½ Leaving Ratho station, where there is some rock cutting, we proceed through a small but beautiful plantation at the limits of Ratho parish, on passing which the panorama presented to the eye can hardly be surpassed. To the right, or north, the eye ranges over the extensive fields of the three Lothians. In the extreme north-west are seen the Grampians, enclosing by their rugged ramparts the vale of the Forth, between which the old tower of Kirkliston Church rears its unpretending form, soliciting attention to its tale of interesting suggestions and time-honoured reminiscences. The church is of great antiquity, and was erected in the early part of the twelfth century. It originally belonged to the Knights Hospitallers of St John of Jerusalem, a body at one time vested in extensive possessions here and in the neighbourhood, their principal Preceptory being at Torphichen Priory. The church, the ancient name of which was Temple Liston, appears to have been one of great elegance and beauty before it was defaced by modern application of stone and mortar, misnamed improvements and repairs, at least so far as can be judged from the doorway, the only part retaining *its pristine* beauty, and even it has been

38½

From Edinburgh.

From Glasgow.

so improved as to be built up and nearly half buried in the process. It is decorated with massive and spirited ornaments, sculptured in a bold and vigorous style, but by modern changes the name and almost the remembrance of its former greatness have passed away. About half a mile beyond the point of emergence from the wood, immediately in front is seen the immense embankment and stupendous viaduct across the Almond valley, which it spans by a range of forty-five lofty arches. There is a grandeur in the bold sweep of its curve altogether a novelty in bridging, while the graceful beauty of its half hundred arches presents a *coup d'œil* which, in point of elegance, substantiality, or extent, may challenge comparison with the proudest engineering trophies of Roman achievement. It is curved in the form of the celebrated amphitheatre at Rome, to a radius of a mile and a half. It is upwards of five-eighths of a mile in length, flanked by an embankment of better than half a mile long at each end, that at its western extremity being 90 feet in depth, and requiring little short of half a million cubic yards of earth for its formation. The bridge, which is of stone, contains about 1,185,000 cubic feet of

8

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From Edinburgh.

From Glasgow.

substantial masonry. The whole, including both embankments and the excavations for half a mile beyond Winchburgh Tunnel, was executed by Messrs Gibb and Son of Aberdeen, the well-known contractors, at an expense of £150,000 sterling, and forms one of the most astonishing achievements of modern skill and enterprise. To the left or west, in glancing up the valley, the mansion-house of Clifton Hall and its woods (Sir Alexander M. Gibson, Bart.), commands the first attention, which is afterwards attracted by the Union Canal Aqueduct across the Almond, and the beautiful and well wooded banks of the river around Linn's Mill and the opposite side of the stream. Drumshorland Muir is seen in the distance, the greatest extent of wild and undrained land in the Lothians. A little to the west, about a mile from the railway, along the Glasgow road, lies the village of Broxburn; and at a further distance will be seen the Bathgate Hills, which bound the prospect. To the north-west the view is equally splendid and much more extensive. The highest of the Ochil Hills may be also seen in the same direction. Almost underneath our feet stands the Castle of Hallyards, near the village of

From Edinburgh.

From Glasgow.

Old Liston. At a considerable distance on the south is the field on which was fought a great battle with the Danes, who landed at Cramond, and marched to the scene of battle, where they were defeated. A number of upright stones mark the graves that contain the remains of the slain. One remarkable stone is well known in the country as a kind of landmark, formerly called the Standing Stane. On the west, or left, is the noble mansion of Newliston (J. M. Hog, Esq.), built by John Earl of Stair, celebrated as a courtier, and one of the greatest generals of the day. Newliston House was the residence of Lady Ashton, the first Lady Stair, and her ashes lie in the family vault, in the adjoining village of Kirkliston. The Earl of Stair, in 1715, rendered his country a great service, by the introduction of a better system of farm husbandry, on which began the use of the drill-plough, and the cultivation of cabbage and turnips in the open field, till then unknown in Scotland. On leaving the woods of Newliston, we enter what is called the Winchburgh cutting. At this point we have gained an elevation of forty-two feet above the level of the Edinburgh depôt. The length of the excavation now to be entered is about

10

36

From Edinburgh.

From Glasgow.

four and a half miles, and in some places between fifty and sixty feet deep. It includes a tunnel through Winchburgh Hill, near a quarter of a mile long. On the right or east, near the east end of the cutting, stands Niddry Castle, close to the railway, at one time the property of Lord Seaton of Seaton, now in ruins. It is the property of the Earl of Hopetoun. It is interesting to the artist as a picturesque ruin, and to the historian it has great claims of interest, as the first resting-place of Queen Mary after her escape from Lochleven Castle. She was conducted to this stronghold as a place of safety by Lord Seaton, the gallant Earl of Winton, and stopt here on the 2d May 1568 on her route to join her adherents at Hamilton. Immediately on passing this

Shatter'd time-worn tower,
Once gaily graced by beauty's bower,

continues the Winchburgh cutting, almost sixty feet in depth, and extending to the length of $4\frac{1}{2}$ miles through a mixed mass, very interesting to the geologist. The tunnel through the Winchburgh ridge is the first on the journey from Edinburgh; it is 370 yards in length, and in its form is elliptical. On emerging from the tunnel, close on the mile-post, comes

WINCHBURGH STATION.

Edinburgh, 10½ Miles.....Glasgow, 35½ Miles.

Winchburgh is a small village, a posting station on the Edinburgh and Stirling road, at one time remarkable for its bees and honey. It contains a post-office. The vicinity is a favourite coursing ground, and it is also famous for steeple-chases, for which sports the neighbouring grounds are suitable. Winchburgh is situated on the south acclivity at a considerable eminence, the tunnel of the railway passing right through below it. At a distance of little more than a mile, to the north of Winchburgh, stands Duntarvie Castle, which was, along with Niddry, the property of the noble family of Seton, Earls of Winton, now also in the hands of the Hopetoun family.

From Edinburgh.

From Glasgow.

12	<p>After leaving the Winchburgh station, the railway passes through portions of the parish of Dalmeny, Kirkliston, and Abercorn, and, still walled by the excavated rock, soon passes Priest Inch and Craigton. The whole district opened up to view by this immense cut abounds in valuable minerals, or the indication of their presence at a little distance; and it is but reasonable to hope that this source of national wealth will be made available to the uses of public enterprise and prosperity.</p>	34
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At the fourteenth milestone, the railway

From Edinburgh.

From Glasgow.

has attained an altitude of 63 feet above the Edinburgh depot. The railway for five miles to the westward falls at the rate of one foot in 1056.

13½ On leaving the excavation, the railway 32 enters the parish of Linlithgow, near Westfield, and running on in a direction almost parallel with the Union Canal, passes Pardovan on the left, and West Pardovan on the right.

About a mile north is the Binns, the property of Sir J. G. Dalzell, Bart. It is known by its tall tower, used as an observatory, on the top of a gentle rising hill, surrounded with wood. The country all around is a sweet and smiling landscape. Soon the eye obtains a glance of the ruined palace of Linlithgow, the desolated scene of departed regal splendour, and the most cherished residence of our ancient kings.

Majestic in thy ruin, shapeless pile,
Fond mem'ries linger o'er thy fateful fame,
For round thy fretted walls and moss-grown aisle,
Tradition's halo consecrates thy name.

LINLITHGOW STATION.

Edinburgh, 16½ Miles... ..Glasgow, 29½ Miles.

Linlithgow, the county town of West Lothian, a burgh of very ancient erection. In former time

it was a place of great consideration, being situated nearly half-way between Edinburgh and Stirling. Its situation is delightful, in the midst of a fine country. To the tourist, Linlithgow offers many sources of attraction. An avenue of trees leads from the castle to the town; near its end is a gateway built by James V., and adorned with sculptures of the orders of the Golden Fleece and St Michael, both borne by that king. Between the town and castle stands also a noble Gothic church, dedicated to St Michael the archangel, usually called St Michael, measuring 182 feet in length, and between 90 and 100 feet in breadth. The interior is divided into two sections, one of which is used as a place of worship. On the south side, is the aisle in which, it is said, James IV. was seated with his nobles when the apparition of an old man warned him against going to war.

The Cross of Linlithgow, a modern structure, fashioned after one older, is a curiosity, from the number of grotesque figures made to spout water, and from its having been sculptured by a one-handed man.

From Edinburgh.

From Glasgow.

17½	On leaving the station of Linlithgow, the railway proceeds along the south back of the town. At about a mile and a half west we pass the Avon valley, and enter the parish of Muiravonside, and county of Stirling. The valley is crossed by an elegant viaduct. It consists of twenty lofty	28½
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From Edinburgh.

From Glasgow.

arches of great and justly admired beauty, the bridge being more than 100 feet above the river. At the west end of the viaduct, the proposed branch to Grangemouth and Bo'ness goes off to the north. On the right, at the distance of a quarter of a mile, stands the village of Linlithgow Bridge. This bridge and village was built in 1650 by the Earl of Linlithgow. Soon the eye is arrested by the picturesque arches of the Canal Aqueduct, which is encircled by a profusion of sylvan scenery. From the viaduct, may be seen the ruins of Emanuel Abbey. It was founded by Malcolm IV. in 1156. In 1292, the prioress Christina, and also in 1294 her successor Alice, swore fealty to Edward I. at Linlithgow. In the minority of James V. a battle was fought nearly opposite to this nunnery between the Earl of Angus and Lennox, for the regency of the kingdom and the mastery of the king's person. Here the company are forming a branch line to join the Slamannan railway.

20

A short distance after passing the Windmill Tower, we enter a pretty deep cutting through a bog, imbedded in the soil of which have been discovered at different times various diluvial relics. Among the number were the fossil skull and ant-

28

From Edinburgh.

From Glasgow.

	lers of an elk, an animal long extinct in this quarter of the globe.	
21	On passing the 21st milestone, we enter the parish of Polmont, and soon arrive at	25

POLMONT STATION.

Edinburgh, 21 MilesGlasgow, 25 Miles.

Polmont is a small village on the road between Linlithgow and Falkirk, half a mile north of the Railway. Although containing the church, once bestowing its name on the parish, it is not the most important village in the district; two others, Bennetston and Redding, exceed it in population, and all other matters but that of religious instruction. To the antiquary this village will doubtless assume an extrinsic value of no trifling importance, from the fact that the church has been erected on the ancient Roman wall of Severus, commonly known by the name of Graham's Dike. This parish, like those adjoining it on the east and west, is peculiarly rich in mineral wealth, the working of which engages the attention of most of the population.

After leaving Polmont Station, we proceed through a level tract for a considerable distance, passing on the right or north the village of Redding. It is the property of the Duke of Hamilton, as also the colliery close by it. The coal is of an excellent quality, the seams varying

From Edinburgh.

From Glasgow.

in thickness from thirty-four inches to five feet.

A short distance from Redding, on the top of a hill, is an erection called Wallace's Stone, on a spot to which it is said Wallace retired when disgusted with the disputes for precedence, which had taken place among the Scottish commanders before the fatal battle of Falkirk in July 1298, but from which he fell back upon and joined the main body of the troops opposed to Edward on the approach of that monarch.

23

At equal distance from the two cities we pass Glen Burn, and approach the base of Callander Hill, through which there is a tunnel more than half a mile in length, besides an open cutting of nearly the same extent. Near the middle of the tunnel was found a fossil tree, imbedded in a stratum of beautiful white sandstone, the trunk of which was very perfect, and 18 inches in diameter. The time occupied in cutting this tunnel was twenty months. It is, like the other tunnels, arched the whole length, 26 feet wide, and 18 feet in height. Immediately on emerging from the tunnel, we arrive at an elegant and commodious station-house, with sheds for the convenience of passen-

23

gers, containing an establishment for the sale of refreshments. The trains stop here five minutes for taking in water and fuel :—this is the

FALKIRK STATION.

Edinburgh, 24½ Miles..... Glasgow, 21¼ Miles.

About three quarters of a mile northward, and considerably below the level of the station of the same name, is the town of Falkirk, a town of considerable extent, with three annual cattle fairs, which are denominated trysts.

Omnibuses from Stirling arrive at this station five times in the day, and return to that town with equal frequency.

The most remarkable objects are the Carron Iron Works, which give employment to more than 500 individuals. There is also a considerable trade in brewing and distillation.

The town of Falkirk is of great antiquity, and the neighbourhood has been the scene of many remarkable events in the history of Scotland. In the church-yard are the remains and monumental remembrances of two heroes, Sir John Graham and Sir John Stewart, both slain in the great battle in 1298, under the command of Sir William Wallace. In 1745, Charles Stuart, the pretender, obtained a victory over the King's troops under General Hawley, who fled from the field of battle under circumstances of peculiar disgrace.

The splendid view from the Falkirk Station is

not only unrivalled on the Railway, but unsurpassed in the kingdom. The eye, wandering with gratification and delight, travels over a vast expanse of beautiful landscape more than thirty miles in every direction. On the ground almost beneath our feet, the heroic defenders of our country's independence, followers of the immortal Wallace, were massacred by their oppressors ; so true is it, however, that

“ Freedom's battle once begun,
Bequeathed from bleeding sire to son,
Though baffled oft is ever won,”

that a few years afterwards, at a short distance from the same spot, the tide of war was turned at the battle of Bannockburn, and over the same fields were driven in scattered flight the hosts of the invader.

2 5 On leaving this station, the Railway proceeds along a heavy embankment of nearly a mile long, including a Viaduct of one principal arch 130 feet span over the Union Canal, and three subsidiary arches. After having passed this Viaduct about a mile farther on, we cross the Viaduct of Rowan-tree Burn, and soon reach the bleak and wide-spread moorland called Bonnymuir, remarkable as the scene of a skirmish in 1820, between the King's forces and a few misguided operatives, the dupes of designing knaves.

Near the 29th mile stone we pass Dyke

21

From Edinburgh.

From Glasgow

Head House, on the south or left, so named from being built on the Roman Wall. It is said that near this place the wall was broken down by a chieftain of the name of Graham, and hence afterwards named Graham's-dyke.

- 29 The Railway, elevated on a considerable embankment, commands a fine view of mountain scenery, while the Canal is seen winding through the vale beneath. On passing Skipperton Glen Burn, the Railway leaves the parish of Falkirk and enters that of Cumbernauld, passing Castlecary Viaduct, a lofty bridge of 7 arches, 90 feet in height, and 50 feet of span, near which was fought a battle between the Highlanders and General Hawley's troops in 1745. The view from the Viaduct is remarkably fine. On the north or right is Kilsyth, where a battle was fought in the summer of 1645, between Montrose and the Covenanters under General Baillie, in which the latter was defeated.
- 17

CASTLECARY STATION.

Edinburgh, 30½ Miles.....Glasgow, 15½ Miles.

Castlecary was once a Roman station, and a fortress on the Roman Wall, the scene of many a hardy contest. *Here coaches from Stirling*

arrive and depart from all the trains. On leaving this station, we pass on the south the village of Cumbernauld. It is, and has been for many centuries, the property of the Flemings of Cumbernauld, an eminent and distinguished family, who occupy many pages of Scottish history.

From Edinburgh.

From Glasgow.

33	On leaving the Castlecary Station the Railway proceeds along the side of a hill, and enters the great excavation of Croy. This cutting extends for a mile and a quarter through whinstone, in some places 70 feet in depth, where more than 250 tons of gunpowder were consumed in blasting the rock, and at an expense of more than £30,000. Near the middle of this cut is the highest point of the Railway, being 78 feet 10½ inches above the Edinburgh Station. On leaving this excavation, we arrive at	13
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CROY STATION.

Edinburgh, 34½ Miles... Glasgow, 11½ Miles.

Croy Mill is situated in a district of great sterility and wildness, surrounded on most sides by huge waving ridges of trap-rock. The country around is cold and marshy, steeped in moisture by the oft descending shower. The most important characteristic of this station, is its being a central point of the gathering of the natives on their journeys to Glasgow, or eastward towards Edinburgh.

From Edinburgh.

From Glasgow.

- 35 On leaving Croy Station, about half a mile beyond, we pass by a high embankment and viaduct, over the road leading from Condorrat to Kilsyth, and enter the parish of Kirkintilloch. Here the scenery, assuming a milder aspect, stretches out on either hand into great reaches of the thriving and extensive plantations of Gartshore. This valley is rich in coal and ironstone. The whole of this large plain appears at one time to have been covered with water. 11
- 36 The line of the Roman Wall continuing still in a direction nearly parallel with the Railway for several miles farther west, gives a historical interest to the localities. After passing under the road near Drumgrew, we enter Drumshanty Moss, a dreary expanse of flat moorland. At this point, nearly half a mile to the left of the Railway, stands Banheath, Badenheath, or Bonheath Castle, an ancient stronghold of the Boyds, Earls of Kilmarnock. Passing round from Gartshore to Drumbreck, a quarter of a mile brings us to the Viaduct across the Luggie Water, of three arches. On an elevated embankment, we pass the vale of Bathlin Burn, and soon cross the Monkland and Kirkintilloch Railway, by a viaduct of five arches. 10 8

KIRKINTILLOCH STATION.

Edinburgh, 38½ Miles.....Glasgow, 7½ Miles.

The town of Kirkintilloch, situated on the banks of the Forth and Clyde Canal, nearly a mile to the north-west of the Station, is a place of considerable importance, having been erected into a burgh of barony in 1184 by William the Lion.

Robert the Bruce, on his accession to the throne in the beginning of the fourteenth century, bestowed the barony on Sir Robert de Fleming of Cumbernauld, as a reward for his assistance in the contest for the Crown of Scotland. The Roman Wall ran close by, or rather on the site of the town. The remains of one of the peel towers or forts of this rampart are still to be seen at the western extremity of the town. The ditches and forms of the fortifications are visible.

The town is much benefited by the Forth and Clyde Canal, as well as by the Railway, where there are no less than from two to three hundred passengers daily, affording ready facilities for the transport of their manufactured produce. Trains from Airdrie and Coatbridge join four times daily.

On leaving the Kirkintilloch Station, the Railway passes for nearly the eighth of a mile through the *quoad sacra* parish of Chryston, detached within these few years into a parish, from the parish of Cadder or Calder.

At this point the Branch to Kirkintil-

From Edinburgh.

From Glasgow.

40 loch and Campsie goes off to the north. 6

On entering the deep excavation, a little to the west of Kirkintilloch, we leave Chryston, and enter the county of Lanark, and parish of Calder; to the south of this point is situated Gaads Loch, between which and the Railway stands Lochside Distillery, to the south of which, about a mile, is the estate of Robroyston, at one time named Ruskie. It was here the great Wallace sought shelter, and was basely betrayed, it is said, by his kinsman Sir John Monteath of Ruskie, in 1305, to Edward I. The estate is now the property of — Lamont, Esq. of Ardlamont and Robroyston. A little to the west, of the Railway is Lochgrog, a name startling enough to the leal disciples of Father Matthew.

42 About two miles north of the line stands Cadder or Calder house, remarkable as the scene in which John Knox received an asylum, and first administered the Sacrament of the SUPPER, after his return from that banishment to which he was doomed for denouncing the anti-christian doctrine of the Church of Rome. The late lamented Sir David Wilkie, was engaged at the time of his death in finishing a picture of the event. 4

BISHOP-BRIGGS STATION.

Edinburgh, 42½ Miles.....Glasgow 3½ Miles.

The village of Bishop-Briggs or Bishop Bridge, through which the Railway passes, is a place of little importance. The village owes its name to its having been an appanage to the bishopric of Glasgow.

From Edinburgh.

From Glasgow.

42½ On passing the Station at Bishop Briggs, 3½
the railway soon enters Baronyparish, and passes through a deep excavation of white sandstone rock, nearly a mile in length, and of an average depth of nearly 50 feet, which also bears ample testimony to the skill of the undertaker. On the south or left stands Hunter's Hill, at one time the residence of Thomas Muir, Esq. who was exiled for his political opinions in 1793.

Almost directly in front the eye is met by the lofty chimney of St Rollox, a stupendous work, said to be 420 feet in height, and 52 in diameter at its base.
44½ A little farther on, we arrive at the 1½
wooden platform for collecting the tickets from the passengers, directly opposite to the Railway Company's workshops at Cowlairst. At this point the locomotive engines are detached from the trains, which descend the inclined plane by their own gravity, breaks being placed in front to regulate the speed. This incline



PI



From Edinburgh.

From Glasgow.

is nearly a mile and a half in length, and has an inclination of 1 in 43 down the tunnel, through Bell's Hill more than three quarters of a mile in length. On emerging from the tunnel, the traveller finds himself in the passengers' shed, at the Glasgow terminus, in Queen Street. The shed is more than 230 feet in length, with promenades on both sides for passengers. The booking-office is also here.

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GLASGOW,

THE largest city in Scotland, stands on both sides of the Clyde, 42 miles west by south of Edinburgh. In extent from east to west about 4 miles, and from north to south nearly 3 miles. The population was in 1831, 202,426. The census in 1841, made it about 300,000.

The Cathedral, founded in the sixth century, was the origin of Glasgow. The buildings rose gradually, and have extended ever since.

The principal streets are, the Trongate, Argyle Street, the Gallowgate, and others, running parallel to the river. These are again intersected with elegant streets running north and south.

Glasgow comprehends many magnificent public buildings and squares, viz. Blytheswood, St Andrew's, St Enoch's, and St George's, &c. A

spacious range of buildings overlook the Clyde, besides many others in the new part of the city. Among the many objects of interest are the Cathedral or High Church, the University, the Hunterian Museum, erected in 1804, the New Exchange, &c. &c. Connected with the public buildings, may be mentioned the bridges over the Clyde, four in number, and another in anticipation.

Among the public monuments is an equestrian statue of William III., an obelisk in honour of Lord Nelson, a statue of Sir John Moore, and another of James Watt, and a pillar of 100 feet in height in honour of Sir Walter Scott. In the Town-Hall is a statue of William Pitt; and in front of the Exchange is an equestrian statue of the Duke of Wellington.

The Necropolis abounds with sepulchral monuments; the principal is one in honour of John Knox the Reformer.

Glasgow contains twelve parochial churches, the clergymen of which are paid about £450 to £500 annually. The number of parishes, including the *quoad sacra*, is forty. The number of churches belonging to other persuasions is 58. Of the inhabitants, about 100,000 belong to the establishment, 110,000 to other denominations, and about 90,000 or more belong to no persuasion whatever. The University was founded in 1450. It is under a *senate*, composed of a rector, a dean, and 21 professors. The rectorship has been filled by Burke,

Adam Smith, Francis Jeffrey, Sir Robert Peel, &c. The Crown is patron of the principalship and fourteen professorships. The number of students vary from 1000 to 1200. The library contains about 100,000 volumes.

The Andersonian Institution is a little university of itself. There are about 2000 parish and other schools, besides female schools.

The charitable institutions are too numerous to be minutely specified. They comprise, amongst others, two lying-in-hospitals and dispensaries, a cow-pox institution, &c. About £70,000 is expended annually on religious, benevolent, and educational purposes.

The police establishment is a most efficient body, consisting of about 318 persons. Bridewell is also an excellently conducted establishment; indeed none better in Europe.

Glasgow owes its greatness to the river, and to its coal and mineral districts. The Post office revenue was in 1781, £4,341; in 1810, £27,598; in 1839, £47,527

There are in Glasgow 167 cotton mills. The iron trade is also carried on to a great extent, 50 furnaces producing 210,000 tons in the year. The St Rollox chemical works, already alluded to, cover 10 acres of ground, and contain upwards of 100 furnaces.

NOTICE.

THE EDINBURGH AND GLASGOW RAILWAY GUIDE has been compiled with great care, and it is hoped will be found accurate and useful.

The present publication is intended to be the first of a series of Railway Guides, printed in a uniform size.

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